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1. Stubendorf (P 51/S 90). In the fall of 1951, a truck convoy loaded with stones was observed near Gross Stein (P 51/S 90), 5 km southwest of Stubendorf airfield, [REDACTED] the material was hauled to Stubendorf for construction of a runway. Local residents said that Stubendorf airfield was under repair. No aircraft were apparently stationed at Stubendorf (Izbicko) airfield up to early 1952.<sup>1</sup>

2. In 1951 and early 1952, a construction firm was engaged in reconditioning work at Stubendorf airfield which had been destroyed during the war. No aircraft were stationed at the field up to the beginning of 1952.<sup>4</sup> In the fall of 1949, the Cross Stein (P 51/S 90) airfield was not occupied. Up to early 1952, there were no indications that the field was to be reconstructed and re-occupied.<sup>2</sup>

3. Nieder Ellguth (P 51/X 98). Two small hangars and some biplanes of the Polish Air Force were observed at the Nieder Ellguth (Ligota Dolna) airfield.<sup>3</sup>

4. The field has been occupied by a small Polish pilot school since 1947. About six biplanes were stationed at the field. Individual local flights were made but no aerobatics, bad weather or night flights were observed. The field was occupied by a small number of personnel.<sup>3</sup>

5. Ottmuth (Otmiet-P 51/J 25). The airfield was not used between 1945 and early 1952. The landing field was a heath covered with weeds.<sup>4</sup>

6. It was occasionally observed that individual formations of 3 or 6 single-engine

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conventional planes flew over Cogolion. No jet aircraft or heavier conventional planes were observed.

7. Gross Schiemannen (Szymany-R 54/E 92). In 1945, the undestroyed airfield at Gross Schiemannen was taken over by the Russians and occupied by the Soviet Air Force. In 1946, the Russians left the field, which subsequently remained vacant for two years. In 1948, it was again occupied by Russians who were still stationed there in June 1952. Single-engine and twin-engine planes were observed at the field. No jet planes or four-engine planes could be noticed. There was regular air activity; on some days, it started at 4 a.m. and lasted until 2 p.m. No air activity was observed at night. The twin-engine planes flew individually and in formations both in good and less favorable weather. It was not observed that bombing or parachuting was practiced. The single-engine planes mostly flew individually or in formations of two or four planes. Firing at air sleeves was occasionally observed. The aircraft climbed into the clouds even in bad weather. A biplane occasionally landed in Gross Schiemannen. A spur track extended to the field. Allegedly, a former German ammunition dump, which was said to have been replenished with ammunition, was located in the woods west of the main road, 3 km north of Gross Schiemannen. 6

8. Glinnik (Q 52/P 31). On 18 May 1952, 12 YAK planes, but no jet aircraft, were observed at the airfield north of Glinnik, east of the road to Lubochnia (Q 52/P 31). The Lubochnia-Glinnik II road was blocked by two barriers, about 1,900 meters apart. The first barrier was about 800 meters northwest of Glinnik II. Buildings under construction were observed in the restricted area, east and west of the road. Officers and EM observed wore Polish Air Force uniforms. 7

9. Biala Podlaska (S 53/M 46). At 4 p.m. on 7 October 1952, 25 single-engine biplanes with Polish national emblems and 2 single-engine fighters were observed west and south of the hangar at Biala Podlaska airfield. No air activity was observed. Three railroad tank cars stood at the loading ramp west of the railroad station. At about noon on 7 October, about 30 biplanes and 2 two-seater, low-wing monoplanes with in-line engines were observed at the field. 8

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The structure of a new hangar was apparently completed. A fence, about 2.5 meters high, was being erected around the field parallel to the railroad line. On 17 October, the field was occupied by 30 biplanes. The previously observed two low-wing monoplanes were missing.

10. Bornerowo (R 53/P 90). [ ] on 1 October, a MiG-15 plane circled over Bornerowo airfield. [ ] on 4 October, there was no activity at the field which was scarcely lighted. On 9 October, seven MiG-15s were parked at the field. 9

25X1 [ ] on 19 October, the weather was very bad. No activity or planes were observed at the field. 9

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25X11. [ ] Comment. Previous information covering the period from 1947 to 1950 does not definitely show that a runway exists at Lubendorf airfield.

[ ] It cannot be determined from the present report whether the runway was improved or a new one constructed.

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25X12. [ ] Comment. Gross Stein airfield is a glider field.

25X13. [ ] Comment. This is the first postwar report on Wieder Elleruth airfield which is known to be a small airfield of little importance. The information

25X1 [ ] that a pilot school is stationed at the field appears credible.

25X1 [ ] Comment. This is the first postwar report on Ottmuth airfield. It appears that the field was completely vacated.

25X1 5. [ ] Comment. The Gorolin area is about 60 km southeast of the Brieg area which is the operational area of the Southern Ftr Div of the Fourth Air Army. This distance is so short that it is believed that MiG-15s of the fighter division actually flew over the Gorolin area.

25X1 6. [ ] Comment. Gross Schiemannen airfield is known from WW II. This is the first postwar report on the field. The information that the field is occupied by Soviet Air Force units is believed to be possible. From the type of air activity observed it is believed possible that a school detail is stationed there. The ammunition dump north of Gross Schiemannen is mentioned for the first time.

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7. [ ] Comment. Airfields north of Tomaszow and near Glinnik were already reported but it could not be determined whether there were one or two airfields. The designation Tomaszow Maz. airfield was also reported. Another reference report, however, indicated that the field is located near Glinnik. In connection with the present report it is concluded that only one airfield is located in the reported area, namely, near Glinnik. For location sketch of airfield, see Annex 1. Spala is located at a railroad stop, 3.5 km southeast of Glinnik. The aircraft observed probably were YAK-9s. From this information, it is assumed that a Polish fighter regiment is stationed in Spala Glinnik.

25X1 8. [ ] Comment. For sketch of Mala Podlaska airfield, see Annex 2. This sketch furnished a clear picture on the installation at the field. According to a previous report, a runway was under construction.

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25X1 [ ] The information that the field is occupied by about 30 biplanes indicates that a Polish pilot school is still located there.

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25X1 9. [ ] Comment. [ ] a re-training unit for jet planes is still believed to be stationed at the field.

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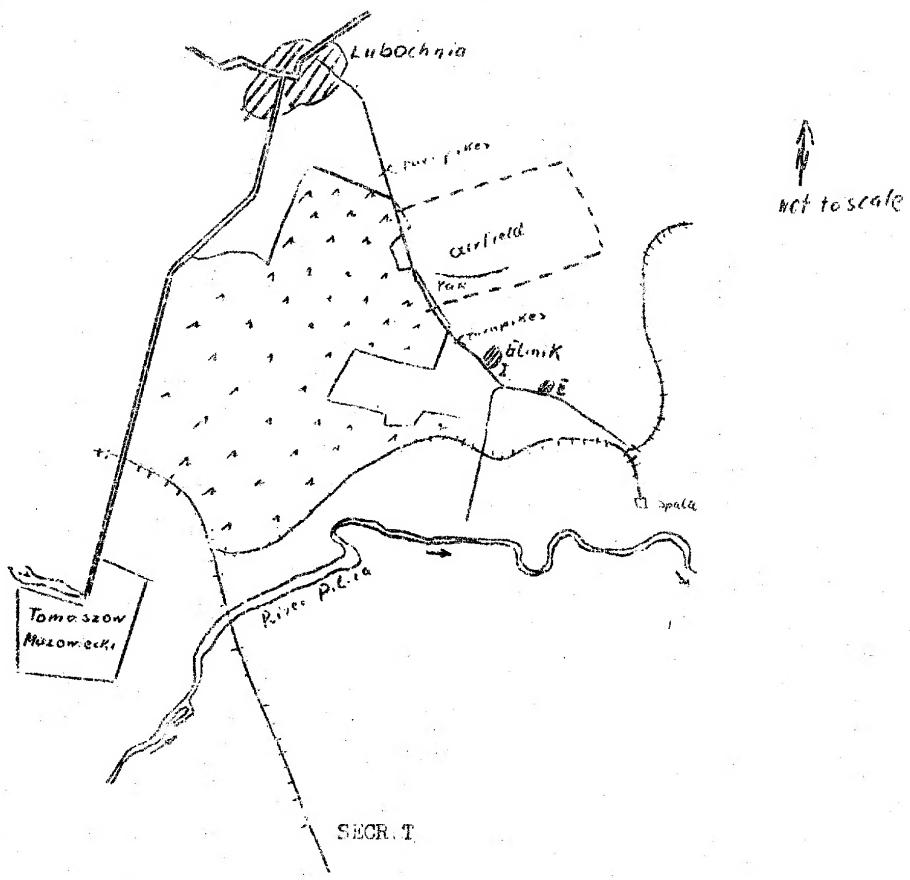
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Annex 1



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Glinnik Airfield

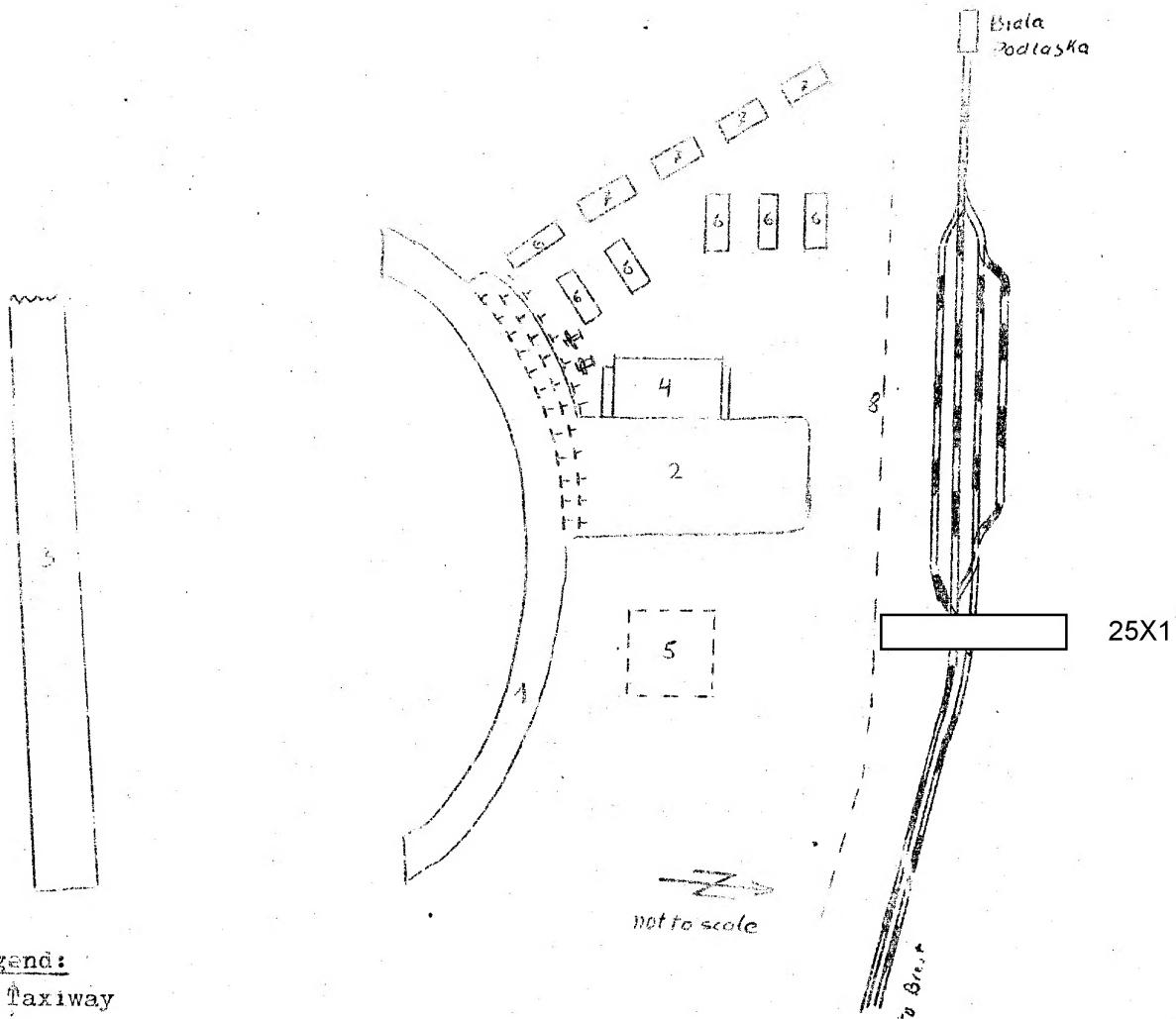


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## Biala Podlaska Airfield

Legend:

- 1 Taxiway
- 2 Apron
- 3 Runway
- 4 New hangar
- 5 Fuel dump
- 6 Temporary buildings
- 7 Brick Buildings
- 8 Wire fence

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